

CLASSIFICATION S-E-C-R-E-T

CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

CD NO.

COUNTRY East Germany

DATE DISTR. 10 May 1955

SUBJECT East German Aviation Industry

NO. OF PAGES 1

PLACE
ACQUIRED NO. OF ENCLS.
(LISTED BELOW) 25X1DATE OF
INFO. SUPPLEMENT TO
REPORT NO. 25X1

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1. In December 1954, some of the construction records prepared in Savelovo arrived at the Pirm Construction Office. Since the records were incomplete, it was not possible to begin the construction work.
2. The sketches of the Ilushin aircraft arrived at Pirm in a very poor condition and also incomplete. In December 1954, transformation (sic) drawings were made. Rumors indicated that the Il design, a transport aircraft, was to be licensed for production in East Germany.¹
3. The future of the East German aircraft industry was looked on very sceptically. There were enough department chiefs available but no personnel to fill the departments, especially no younger experts. This bottleneck had already hampered activities in the USSR. It could not be foreseen how this problem could be solved with the high technical qualifications required from the personnel. It was even noticed that some of the top experts were getting too old. Serious difficulties were expected for the future as a result of the present situation, and nobody wanted to take the responsibility. Most of the personnel was, therefore, grateful for the delay of the activities, enjoyed the advantages offered, hoped this interim condition would last, and even thought about going to the West.

1. Comments. No information is available on the Il-14 which allegedly is to be licensed for production in East Germany. 25X1

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1. In December 1954, some of the construction records prepared in Savelovo arrived at the Pirna Construction Office. Since the records were incomplete, it was not possible to begin the construction work.
2. The sketches of the Dyushin aircraft arrived at Pirna in a very poor condition and also incomplete. In December 1954, transformation (sic) drawings were made. Rumors indicated that the II design, a transport aircraft, was to be licensed for production in East Germany.
3. The future of the East German aircraft industry was looked on very sceptically. There were enough department chiefs available but no personnel to fill the departments, especially no younger experts. This bottleneck had already hampered activities in the USSR. It could not be foreseen how this problem could be solved with the high technical qualifications required from the personnel. It was even noticed that some of the top experts were getting too old. Serious difficulties were expected for the future as a result of the present situation, and nobody wanted to take the responsibility. Most of the personnel was, therefore, grateful for the delay of the activities, enjoyed the advantages offered, hoped this interim condition would last, and even thought about going to the West.

2. Comment. No information is available on the TI-14 which allegedly is to be licensed for production in East Germany.

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